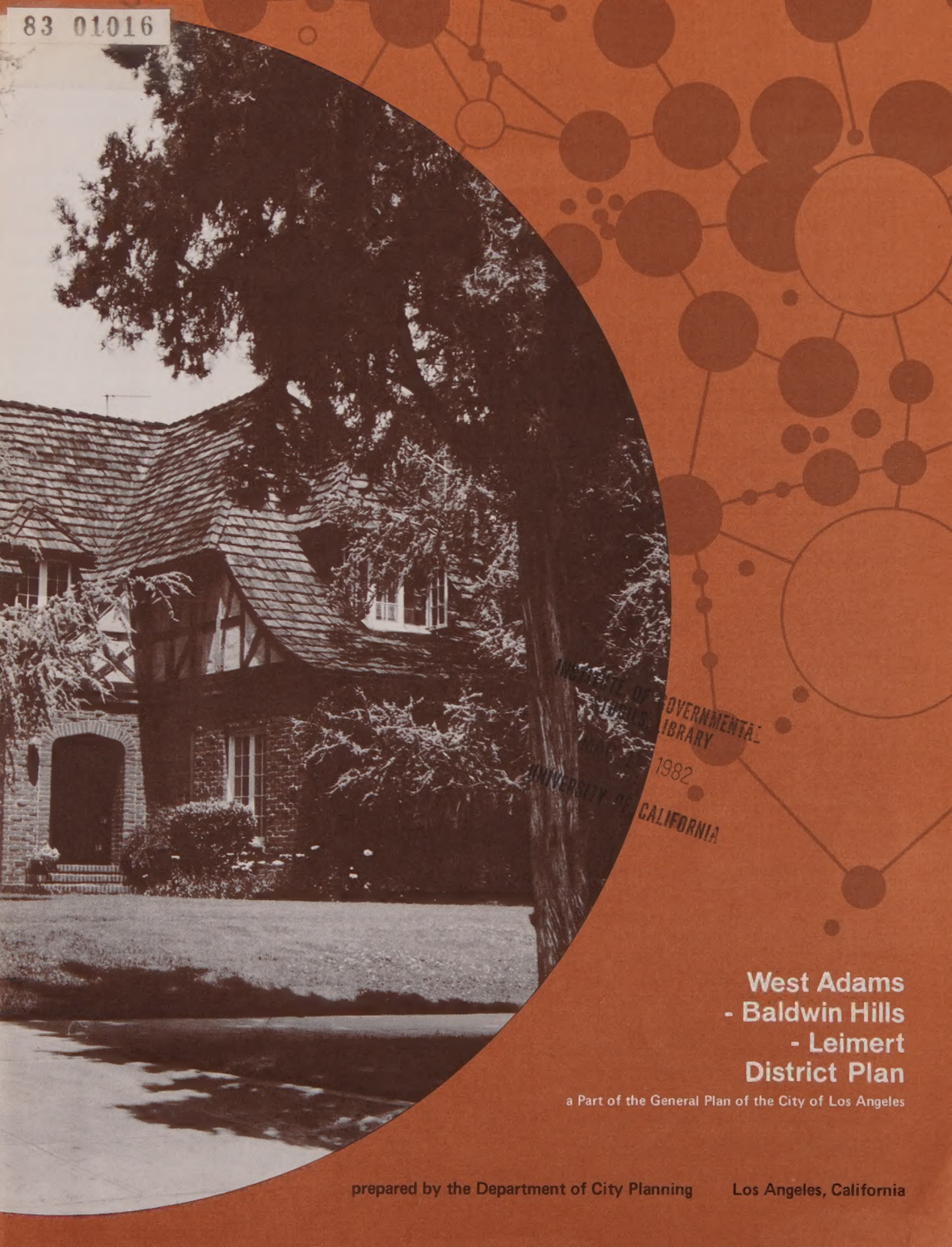


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**West Adams  
- Baldwin Hills  
- Leimert  
District Plan**

a Part of the General Plan of the City of Los Angeles



# West Adams - Baldwin Hills - Leimert District Plan

## City of Los Angeles

The West Adams-Baldwin Hills-Leimert District Plan is part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

### PURPOSES

#### USE OF THE PLAN

The purpose of the West Adams-Baldwin Hills-Leimert District Plan is to provide an official guide to the future development of the District for the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the District, within the larger framework of the City; guide the development, betterment and change of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use, land use intensities, and the physical relationships among the various land uses are not altered.

This Plan is **not** an official **zone map**, and while it is a guide it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment within five years, to reflect changes in circumstances.

#### OBJECTIVES OF THE PLAN

1. To coordinate the development of the West Adams-Baldwin Hills-Leimert District with that of other parts of the City of Los Angeles and the metropolitan area.

2. To encourage the preservation and enhancement of the varied and distinctive residential character of the West Adams-Baldwin Hills-Leimert District; to eliminate and prevent the spread of

blight and deterioration; and to conserve, rehabilitate and restore the various neighborhoods of the District.

3. To designate lands at appropriate locations for the various private use and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 1990.

4. To make provision for housing as is required to satisfy the varying needs and desires of all economic segments of the District, maximizing the opportunity for individual choice.

5. To promote economic well-being, employment opportunities and public convenience through:

a. Allocating and distributing commercial lands for retail, service and office facilities in quantities and patterns based on accepted planning principles and standards.

b. Designating land for industrial development that can be so used without detriment of adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as necessary to this purpose.

6. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.

7. To make provision for a street system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.

8. To improve the aesthetic environment of the District through the development and application of appropriate design criteria.

9. To encourage the acquisition and preservation of open space.

### POLICIES

The West Adams-Baldwin Hills-Leimert District Plan has been designed to accommodate the anticipated growth in population and employment of the District to the year 1990. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth will take place and must be provided for.

In accordance with the Concept of the General Plan, the Plan proposes the preservation of low density single-family residential areas, the conservation of Open Space Lands, and the concentration of commercial and residential development into the Crenshaw Center, connected to other major Centers of the City by a rapid transit network.

The Plan proposes the annexation of the unincorporated areas of the County known as View Park, Windsor Hills, Baldwin Hills and Ladera Heights. The oil fields in the county area are designated as private open space and are proposed to become a Regional Park when the oil production has been completed.

### LAND USE

#### Housing

Standards and Criteria:

Property in residential zones permitting densities in excess of those designated on the Plan shall be reclassified to zones corresponding to the designated densities shown on this Plan.

Apartments should be soundproofed and be provided with adequate open space and usable recreation areas. In housing for the elderly, provision should be made for passive recreational facilities and other special features, such as ramps and resting areas.

Features:

The projected population of the District in 1990 is 173,500. The Plan provides a residential capacity of 249,300.

The Plan proposes that the low-density residential character of West Adams-Baldwin Hills-Leimert be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of uses. In hillside areas all natural slopes not yet developed and in excess of 15% natural slope should be restricted to the Minimum Density Housing category (0.5-1 dwelling units per gross acre).

Village Green, also known as Baldwin Hills Village, is bounded by Rodeo Road, Sycamore Avenue, Coliseum Street and Hauser Boulevard. The Plan proposes to retain the existing density and land use in this neighborhood and to prevent the encroachment of uses which would be detrimental to this development. Further, the Plan recommends that the Village Green be designated as a Cultural and Historical Monument.

Land uses, including housing densities, are shown on the Plan Map for the unincorporated Los Angeles County area in the Baldwin Hills.

The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. Single-family housing should be made available to all persons regardless of social, economic and ethnic backgrounds. Additional low and moderate income housing is needed in all parts of the City.

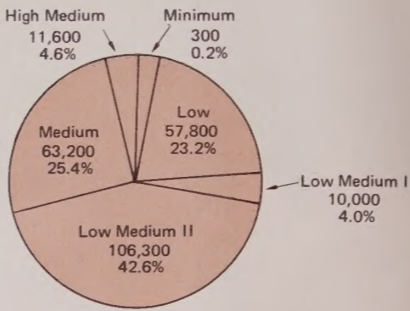
The proposed residential density categories and their capacities are:

Residential Density	Dwelling Units Per Gross Acre*	Persons Per Gross Acre	Gross Acres**	Percent of Residential Land	Population Capacity	Percent of Population Capacity
Minimum	.5+ - 1	0 - 4	110.1	1.7	300	0.2
Low	3+ - 7	12 - 20	3176.9	48.4	57,800	23.2
Low-Med. I	7+ - 12	20 - 30	300.0	4.6	10,000	4.0
Low-Med. II	12+ - 24	30 - 70	2010.0	30.6	106,300	42.6
Medium	24+ - 40	70 - 100	880.8	13.4	63,200	25.4
High-Med.	40+ - 60	80 - 120	85.9	1.3	11,600	4.6
TOTAL			6563.7	100.0	249,200	100.0

\* Gross Acreage includes streets.

\*\* Excludes unincorporated County areas

Population Capacities by Residential Categories



#### Commerce

Standards and Criteria:

The commercial lands (not including associated parking) designated by this Plan to serve suburban residential areas are adequate in quantity to meet the needs of the projected population to the year 1990, as computed by the following standards:

a. 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience type commercial areas;

b. 0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses.

In general, off-street parking should be provided at a ratio of not less than two square feet for each square foot of commercial floor area for each Community, Neighborhood and Regional Commerce area as specified on the Plan Map and at a ratio of not less than one square foot for each square foot of floor area for Limited and Highway Oriented Commerce uses. Parking areas shall be located between commercial and residential uses, where appropriate, to provide a buffer and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback.

Features:

The Plan provides for approximately 714 acres of commercial and related parking uses.

Crenshaw Center should be the focal point for growth. The Center should provide adequate parking on its periphery and internal public transportation facilities. Grade separated pedestrian ways are envisioned as a part of its ultimate development. Public parks and private open spaces and plazas should be provided. One or more child care facilities are also needed.

#### Industry

Standards and Criteria:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Parking for industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area but not less than three stalls for each four employees on the main shift. Parking for

warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area but not less than one stall for each employee on the main shift. On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback.

Features:

The Plan designates approximately 470 acres of land for industrial uses. Most of this is located adjacent to Jefferson Boulevard in the vicinity of the Southern Pacific Railroad right-of-way and in an area west of La Cienega Boulevard between Jefferson Boulevard and the City of Culver City.

### CIRCULATION

Major transportation corridors serving other parts of the Los Angeles metropolitan area cross the West Adams-Baldwin Hills-Leimert District and thus the highways and streets of the District must accommodate both through traffic and traffic generated in the District. To accommodate the projected traffic, the circulation system proposed in the Plan must be supplemented by a greatly improved public transportation system and/or additional highways and freeways. Unless such increased transportation facilities are provided, acute traffic congestion may result in some parts of the District. Additional highways and freeways are not recommended in the Plan because such improvements would have a more adverse social and environmental impact than the anticipated traffic congestion without the improvements.

#### Highways

Standards and Criteria:

Highways and Local Streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which provide street identity, such as curves, changes in direction and topographical differences, should be emphasized by landscaping or other appropriate features.

Streets and highways should be designed and improved to be in harmony with adjacent development and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed in the Plan are predicated upon the full development of the designated Major and Secondary Highways. No increase in zoning density shall be effected unless it is determined that the Local Streets and Major and Secondary Highways serving, and in the area of, the property involved are adequate to accommodate the traffic generated. Adequate highway improvements shall be assured prior to the approval of zoning permitting intensification of land use in order to avoid congestion and assure proper development.

Features:

Incorporated in the Plan is the Highways and Freeways Element of the Los Angeles General Plan. Collector Streets are shown to assist traffic flow toward Major and Secondary Highways.

Sixth Avenue from Pico Boulevard to Adams Boulevard, Seventh Avenue from Adams Boulevard to Rodeo Road, and Coliseum Street to Westside Avenue are designated as Collector Streets. This route replaces the former Ninth Avenue-Edgehill Drive-Tenth Avenue route. Also, Westside Avenue from Coliseum Street to Leimert Boulevard, and Stocker Place and Eighth Avenue from Leimert Boulevard to 74th Street are designated as Collector Streets.

Crenshaw Boulevard from Pico Boulevard to 60th Street is upgraded from a Major Highway to a Principal Major Highway, with a minimum curb to curb roadway of 104 feet.

Buckingham Road and West Boulevard from Pico Boulevard to Santa Barbara Avenue are designated as Collector Streets.

Hauser Boulevard from Pico Boulevard to Rodeo Road is designated as a Collector Street.

Eighteenth Street from Robertson Boulevard to Fairfax Boulevard is designated as a Collector Street.

#### Public Transportation

The Concept for the General Plan features a rapid transit system connecting major Centers. A transit station is proposed to be located in Crenshaw Center. A secondary transit system is proposed to link the residential, shopping and office areas within the Center with peripheral parking areas and with the transit station. Improved bus service is an immediate need, to provide more direct transportation capability for the various commercial and residential areas of this and other areas of the City.

Rapid transit lines and stations and modifications in the bus system should be reviewed by the community.

#### Bikeways

A system of bikeways is proposed to provide convenient access to schools and recreational areas.

### SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with standards for need, site area, design and general location expressed in the Service-Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities at all times.

Attention should be focused on maintaining the highest level of public facilities and services in order to maintain the quality of the District and prevent further deterioration.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan. No increase in zoning density shall be effected unless it is determined that such facilities are adequate to serve the proposed development.

The Plan designates two standard types of local parks:

Neighborhood Parks: 1 acre per 1,000 residents; minimum site size 5 acres; service radius 1 mile; and

Community Parks: 1 acre per 1,000 residents; minimum site size 15 acres; service radius 3 miles.

At times it will be necessary for portions of recreation sites to be used for public rights-of-way and easements.

Features:

The Plan designates a Regional Park in the Baldwin Hills area (most of which is located in Los Angeles County and is proposed for annexation). Also designated are the general locations of four new Community Parks and eight new Neighborhood Parks.

The Plan proposes a recreation and services facility. This multi-purpose community center should provide health information, recruitment office for volunteers and paid aides, adult and juvenile employment information, and social and recreational programs. These services should be supported, operated and sponsored by City, County, State and Federal agencies under joint powers agreements.

The Plan purposes the use of existing school facilities by the general public after hours and on weekends for recreational purposes.

The Plan proposes utilization of flood control and power line rights-of-way for open space purposes and/or hiking, bicycle and equestrian trails where feasible.

## PROGRAMS

These programs establish a framework for guiding development of the West Adams-Baldwin Hills-Leimert District in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

### I. PUBLIC IMPROVEMENTS

#### A. Circulation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following actions should be undertaken:

1. Continued development of the highway and street system in conformance with this Plan.

2. Continued planning of improvements to the public transportation system for the District including:

a. Establishment of minibus service to and within the Crenshaw Center and expansion of such services to other areas where feasible.

b. A demonstration program to evaluate subscription or "Dial-A-Ride" bus service in the area, and

c. Provision by the Southern California Rapid Transit District and the City of Los Angeles of more effective bus services for the area, including better routing, such as establishment of north-south and east-west routes, lower fares, and free transfer privileges.

3. Strong efforts to bring about a system of bicycle trails.

4. A vigorous and strong program to provide street lighting.

#### B. Housing

The quality of housing in the District is in need of selected improvement. To maintain good quality housing and upgrade deteriorating homes, the following actions should be considered:

1. Provision of low interest loans or grants for home improvements.

2. Federal rehabilitation programs, such as mortgage insurance and interest subsidies.

3. Modifications of the Building Code to permit construction of prefabricated, low cost single-family homes, with a demonstration program suggested in the St. Elmo Village area generally bounded by West Boulevard, Venice Boulevard, Washington Boulevard and La Brea Avenue.

4. Enforcement of Building Code limitations on the number of people who may live in a given floor space or number of rooms.

5. Establishment of a multi-unit and rental housing information agency to maintain records and make recommendations on such housing to appropriate City agencies in the Plan area.

6. Opposition to construction of multi-unit public housing projects in the area.

7. Setting aside a percentage of new private multi-unit housing for low income families.

8. Changes to tax laws and practices in order to provide incentives for improved property maintenance.

#### C. Recreation

Acquisition, expansion and improvement of needed local parks throughout the District and a Regional Park in Baldwin Hills should be accelerated.

The Recreation and Parks Department should initiate the review of existing services and facilities in the area and make needed modifications.

A program for financing and development of parks and recreational services in the District should be undertaken. The City should urge continuing efforts by County, State and Federal agencies to acquire vacant lands for public open space.

#### D. Other Public Facilities

The development of other public facilities such as fire stations, libraries and schools should be sequenced and timed to provide a balance between land use and public services. The quality of educational programs provided by the Los Angeles City Unified School District should be studied and reinforced.

The fire station located at Crenshaw Boulevard and Slauson will be relocated to the vicinity of 54th Street and Arlington Avenue.

New power lines should be placed underground and the program for undergrounding of existing lines should be continued and expanded where feasible.

Child care and nursery school services should be encouraged at appropriate elementary schools.

## II. PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for community improvements such as:

A. Initiation by property owners and merchants of programs to increase off-street parking facilities serving adjacent shopping areas.

B. Promoting street tree planting systems.

C. Sponsoring clean-up and beautification programs to improve

the general environment.

D. Developing and maintaining 'mini-parks'.

## III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended.

The following studies for amendments are suggested to aid in implementation of the Plan:

A. Townhouse Zoning: Attached single-family housing, individually owned, which would provide greater economy of land utilization, single-family amenities within multi-family areas, and be suitable for proposed Low-Medium density residential areas.

B. Design: Requirement that all new and rebuilt public and private facilities observe improved site design standards.

C. Signs: Strengthening of controls on billboards and other commercial signs.

D. Buffer Strip Zoning: Separation of incompatible uses (particularly residential uses from industrial uses and freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking or other purposes.

E. Industrial Park: Special regulations and requirements for industrial developments, including requirements for landscaped setbacks.

F. Annexations: Straightening the City boundary and annexation of unincorporated islands and fringe areas which could most appropriately be planned and developed as part of the City.

G. Grading: Possible amendments of the Zoning and/or Building Codes to limit the quantity of cut and fill grading in hillside and mountainous areas.

H. Open Space Tax Relief: Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands planned for conservation and open space uses.

## IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

A. It is the intent of the City to initiate redesignations to zones appropriate to the Plan.

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

## V. COMMUNITY WELFARE AND SAFETY

#### A. Employment Services

1. A major year-round program to provide jobs for juveniles should be established in the District, with governmental subsidies provided to cover the difference between what an employer can pay and the minimum wage.

2. On-the-job training programs for semi-skilled workers should be established.

3. Discrimination in hiring should be eliminated by means of full application of State and Federal fair employment practices legislation. The need for supplemental City programs to this end should be determined.

4. Publicly sponsored child day care centers should be established where needed to facilitate the employment of working mothers, with fees to be based on ability to pay.

#### B. Police Service and Crime Prevention

1. The City should develop and enact enforceable ordinances to limit the density of businesses requiring Police Commission permits, such as night clubs, pool halls and massage parlors.

2. The City should advocate State legislation or administrative actions to enable municipalities to establish local limitations on the density of liquor licenses issued by the Alcoholic Beverage Commission.

3. A program should be established to increase citizen participation in the Team Policing Program and to promote greater two-way dialogue between citizens and policy makers of the Police Department.

4. More effective legal and social procedures to cope with the severe juvenile crime problem in the District need to be established. Rehabilitation programs should focus on first and second time offenders, especially those who have committed petty crimes or misdemeanors. A balanced approach to the rehabilitation of such offenders is required, and should include: psychiatric evaluation and treatment; provision of employment opportunities; access to vocational training; a requirement for mandatory restitution of losses or repairs to damaged properties, to both citizens and government, or compensatory work where restitution or repair is not feasible; detention in a suitable institution for a sufficient period of time to serve as a deterrent. Every effort must be made to provide a positive social environment for those offenders placed on probation. Repeated probation and return to community of habitual criminals must be avoided.

## VI. FUTURE STUDIES

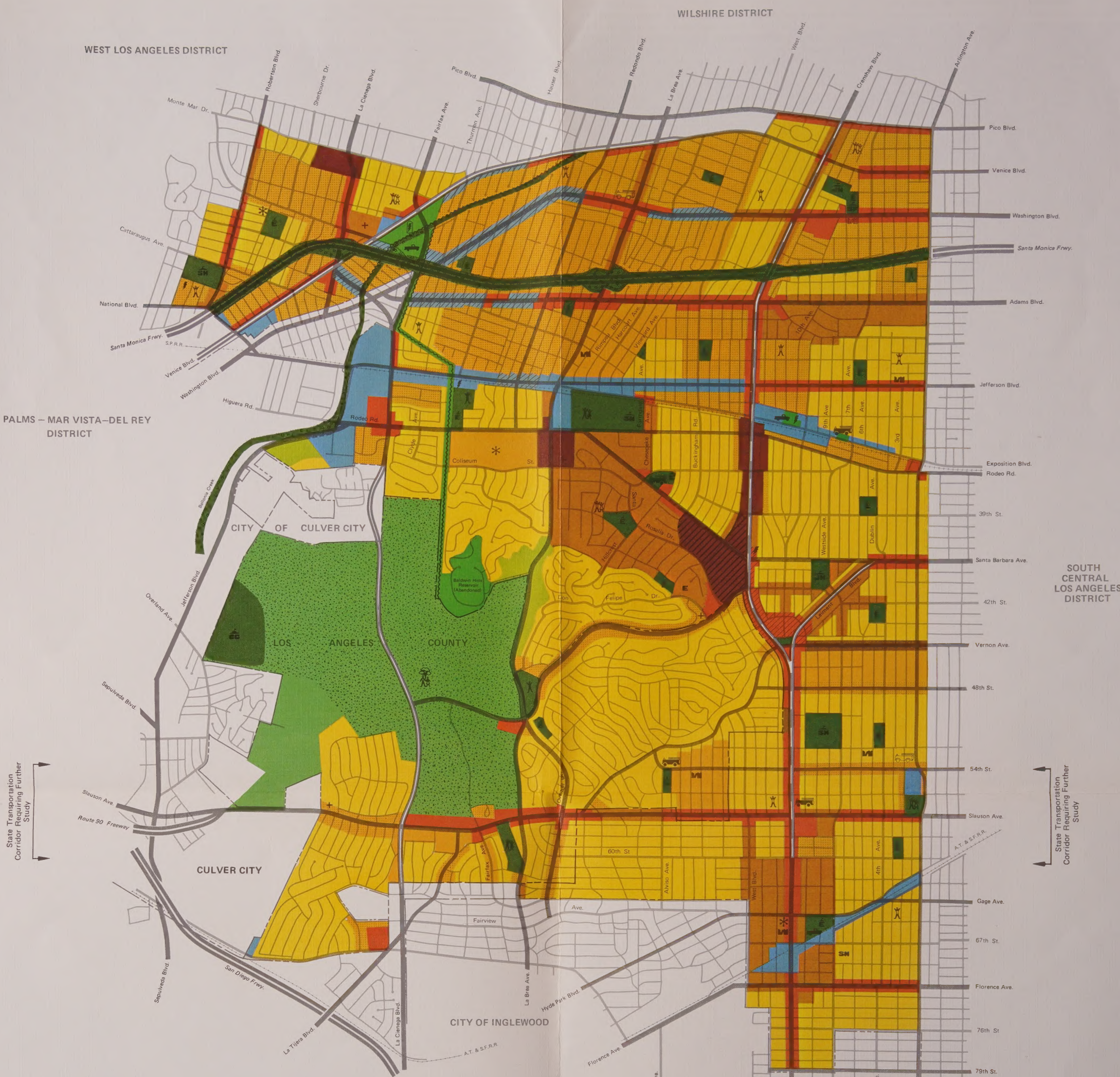
A. A study and/or a Specific Plan for the apartment area generally bounded by Santa Barbara, Marlton, and La Brea Avenues, and Santo Tomas Drive. This study should include maintenance and rehabilitation of the area, and social programs directed toward employment, delinquency and crime. Application for funding of this study should be made under Title IV of the Housing and Community Development Act.

B. A study and/or Specific Plan for Crenshaw Center, to determine and establish intensities and Building Code restrictions for this known high risk earthquake area.

C. A study and/or Specific Plan for the hillside area generally bounded by the City of Culver City on the west, Slauson Avenue on the south, Angeles Vista Boulevard and Crenshaw Boulevard on the east, and Rodeo Road on the north. This study should emphasize controls on the overall population density for hillside areas, site design standards and criteria for hillside development, and the possible location of a multi-purpose Regional Park.

D. A study and/or Specific Plan for business development undertaken in cooperation with local chambers of commerce, businessmen and other interested community groups to determine: what businesses are needed and are economically viable; what modifications in existing business and services are possible; and what approaches to the redevelopment of the deteriorating business areas are needed. This study should include means of attracting private and public funds for the construction of new, attractive business, commercial and cultural facilities such as malls, shops, theaters and restaurants, and should include a proposal for the establishment of a permanent organization to publicize and evaluate business services and conditions.

E. A study to determine the feasibility of upgrading La Brea Avenue from a Major Highway to a Principal Major Highway which would increase its traffic carrying capacity by two moving lanes.



## PLAN MAP

### West Adams · Baldwin Hills · Leimert District

This Plan consists of this map and the accompanying text.

#### LAND USE

##### Housing<sup>1</sup>

minimum	0.5 to 1	A1, RE40, A2	Single Family Housing	total acres 3,297
low	3+ to 7	R1, RD6-3	% of total area 40	% of total area 16,619
low-medium I	7+ to 12	R2, RD3, RD4, RD5	dwelling unit capacity 58,100	
low-medium II	12+ to 24	RD2, RD1-5	Multiple Family Housing	total acres 3,277.0
medium	24+ to 40	R3	% of total area 39.8	% of total area 111,762.0
high-medium	40+ to 60	R4	dwelling unit capacity 95,143	population capacity 191,100

##### Commerce/Parking<sup>1</sup>

highway oriented	CR, C1, C2, P	total acres 481.7	% of total area 5.7
neighborhood and office	CR, C1, C2, C4, P	total acres 49.1	% of total area 0.5
community	CR, C2, C4, P, PB	total acres 89.8	% of total area 1.6
regional center	C2, C4, P, PB	total acres 93.5	% of total area 0.9

##### Industry/Parking<sup>1,5</sup>

commercial manufacturing	CM, P	total acres 92.3	% of total area 0.8
limited	M1, MR1, P	total acres 425.6	% of total area 3.9

##### Open Space<sup>7</sup>

publicly owned I		
publicly owned II		
privately owned <sup>8</sup>		

public	
quasi-public	

#### SERVICE SYSTEMS<sup>2</sup>

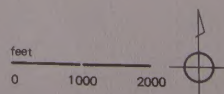
	elementary school
	junior high school
	high school
	community college
	special facility
	private school
	neighborhood park
	community park
	regional park
	community library
	fire station
	health center
	maintenance yard
	power receiving station
	power distributing station
	cultural or historical site

#### CIRCULATION

	freeway
	principal major highway
	divided major highway
	major highway
	secondary highway
	collector street
	local street
	railroad
	bikeway

Notes:

1. Height district No. 1.
2. Open symbol denotes the general location of a proposed public facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
3. RD6 Zone permits apartments and attached housing.
4. Gross acreage includes streets.
5. Industrial areas are intended to be limited to three stories or 45 feet in height.
6. Calculations do not include county territory included in plan.
7. Open Space designations on the Plan Map conform to the definition of "Open Space Land" set forth in article 10.5 of the state of California government code and to the City's Open Space Plan.
8. Lands designated as privately owned Open Space are considered to be in the Minimum density residential category.





C124895136

Tom Bradley, mayor

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prepared by the Department of City Planning

Los Angeles, California